

**CITY OF EL PASO, TEXAS**  
**AGENDA ITEM DEPARTMENT HEAD'S SUMMARY FORM**

**DEPARTMENT:** Planning, Research and Development  
**AGENDA DATE:** July 26, 2005  
**CONTACT PERSON/PHONE:** Chuck Kooshian, x4632  
**DISTRICT(S) AFFECTED:** District One

**SUBJECT:**

Approve a resolution amending the Major Thoroughfare Plan (MTP) by deleting the proposed minor arterial Stanton Street connection between Arterial 1 and its existing termination point near Excalibur Drive.

**BACKGROUND / DISCUSSION:**

Planning wants to remove this connection from the MTP so that landowners will not need to reserve the right of way and no one will be required to build the road. The connection is shown to be along the base of the Franklin Mountains as described above. The deletion would occur upon Council approval and the line would be erased from the official MTP map.

This action would save the cost of building the road and would preserve the Franklin Mountains State Park from having a road enter and leave it for a short distance. It would ensure that traffic on Stanton through the residential and nightlife areas was not excessive. Citizens in the Mission Hills, Kern and Rim/University area support the measure. Commuters living on the west side who use Mesa may oppose it.

**PRIOR COUNCIL ACTION:**

This issue had previously been considered in conjunction with the redesignation of Arterial 1 last year. The DCC and the CPC recommended removal, but, at the June 22, 2004 Council meeting, the Stanton removal was deleted from the ordinance by Rep. Austin. Arterial 1 redesignation as a collector was approved at that meeting.

**AMOUNT AND SOURCE OF FUNDING:**

N/A

**BOARD / COMMISSION ACTION:**

Approved by City Plan Commission May 20, 2004

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\*\*\*\*\*REQUIRED AUTHORIZATION\*\*\*\*\*

**LEGAL:** (if required) N/A

**FINANCE:** (if required) N/A

**DEPARTMENT HEAD:** George Sarmiento

**APPROVED FOR AGENDA:**

**CITY MANAGER:** \_\_\_\_\_

**DATE:** \_\_\_\_\_

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING THE 2025 PROPOSED THOROUGHFARE SYSTEM AS DETAILED IN THE MAP ATLAS OF THE PLAN FOR EL PASO AND ITS RELATED DOCUMENTS AS ORIGINALLY APPROVED BY THE EL PASO CITY COUNCIL IN 1999, AND AS SUBSEQUENTLY AMENDED, TO DELETE THE PROPOSED STANTON STREET EXTENSION BETWEEN ARTERIAL 1 AND ITS EXISTING TERMINATION POINT NEAR EXCALIBUR. (District 1)**

**WHEREAS**, *The Plan for El Paso* was formally adopted by the City Council on April 27, 1999, pursuant to the provisions of Section 213.002 of the Texas Local Government Code as the Comprehensive Plan for the City; and

**WHEREAS**, the Comprehensive Plan serves as a general guide for the future growth and development of the City to promote public health, safety and welfare; and

**WHEREAS**, its adoption was based on the recommendations of the Comprehensive Plan Advisory Committee following numerous public meetings and working sessions; and

**WHEREAS**, a well planned transportation system is a key element for improving the quality of life, by balancing neighborhood concerns with provision of access for commerce and mobility for personal travel; and

**WHEREAS**, the Development Coordinating Committee ("DCC") now recommends a change to the 2025 Proposed Thoroughfare System map contained within *The Plan for El Paso* to provide the most beneficial relationship between the uses of land and circulation of traffic throughout the City in consideration of current municipal growth patterns; and

**WHEREAS**, the recommendation of the DCC was submitted to the City Plan Commission for its review, and the City Plan Commission has recommended the adoption of the change to the Year 2025 Proposed Thoroughfare System map as herein enumerated; and

**WHEREAS**, the City Council finds that the adoption of *The Plan for El Paso* and its changes to the thoroughfare alignments as herein enumerated will have no negative impact upon the public health, safety, and general welfare of the City,

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF EL PASO:**

That the 2025 Proposed Thoroughfare System, as detailed in the Map Atlas of *The Plan for El Paso*, is herein amended as described below and as more particularly shown in the attached and incorporated Exhibit "A".

**Northwest Planning Area.  
Representative District 1**

- Delete proposed Stanton Street extension between Arterial 1 and existing terminus near Excalibur as shown in exhibit "A."

**PASSED AND APPROVED** this \_\_\_\_\_ day of **AUGUST, 2005**.

**THE CITY OF EL PASO**

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John Cook  
Mayor

**ATTEST:**

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Richarda Duffy Momsen, City Clerk

**APPROVED AS TO FORM:**

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Matt Watson  
Assistant City Attorney

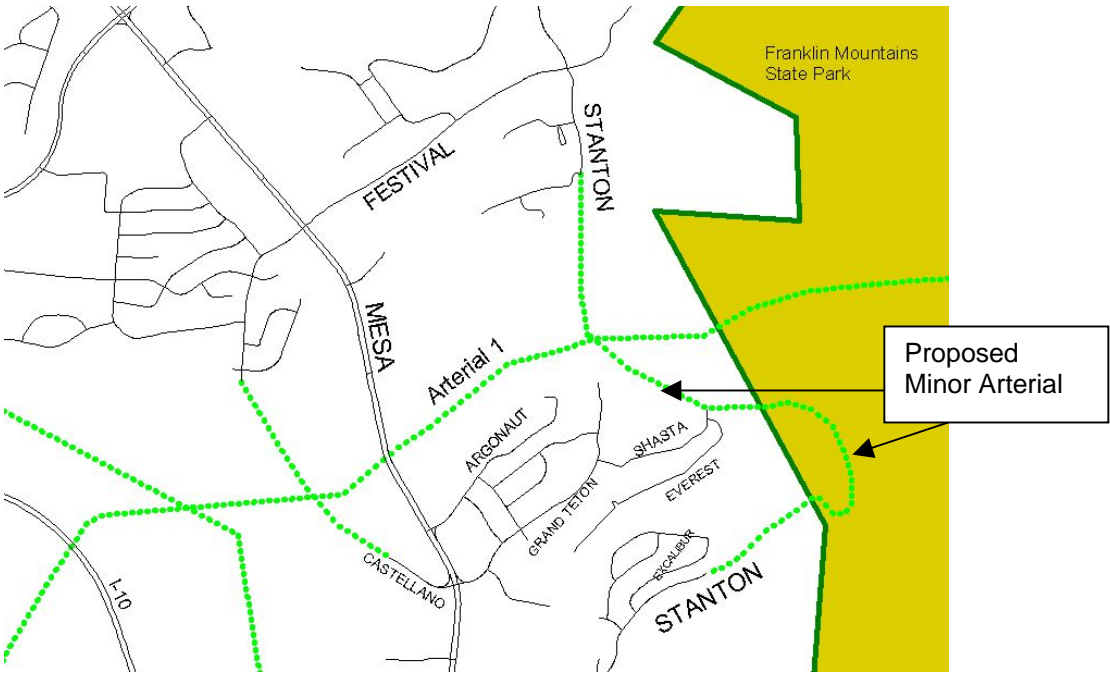
**APPROVED AS TO CONTENT:**

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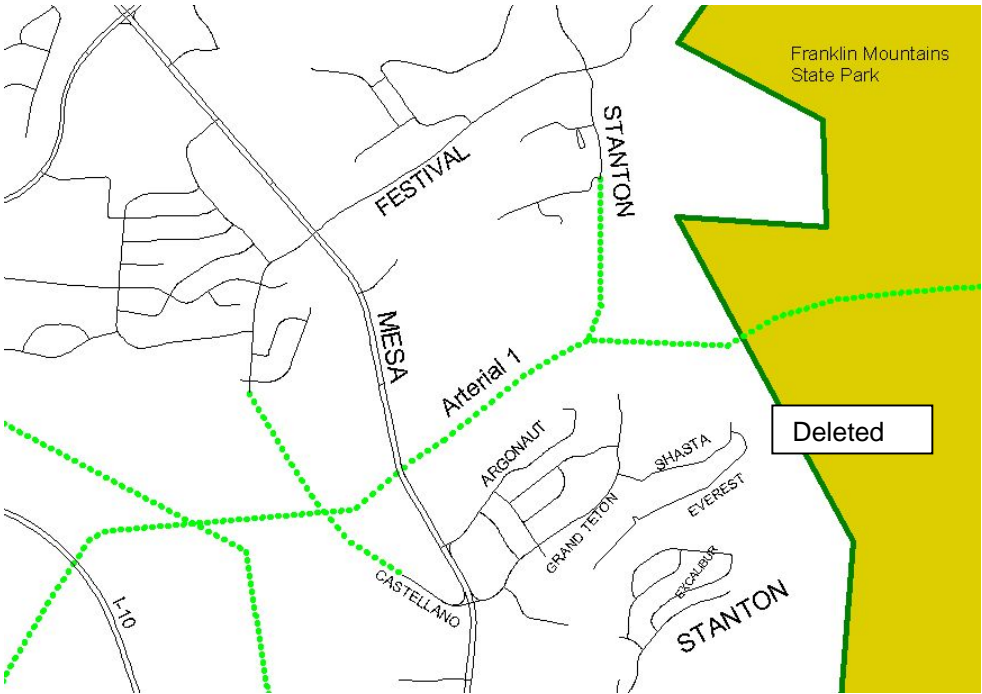
George Sarmiento, Director  
Planning, Research and Development

**Exhibit A**

**Current Major Thoroughfare Plan**



**Proposed Amendment**



## **STAFF REPORT**

### **Background:**

Stanton Street is designated as a minor arterial on the Major Thoroughfare Plan. It currently runs parallel to the Franklin Mountains from Silver Springs towards Festival. It ends about one quarter mile south of Festival and picks up again near Excalibur after which it descends toward downtown. The gap is shown on the Major Thoroughfare Plan to be connected as a minor arterial, which would run partly through the Franklin Mountains State Park.

Members of the Mission Hills Neighborhood Association and the Kern Place Neighborhood Association have long opposed the connection of Stanton. The Major Thoroughfare Plan shows the route of the connector as going through a portion of the Franklin Mountains State Park. Park officials have also opposed that route. Rugged topography makes any other route difficult and expensive to construct.

### **Request:**

A verbal request was received on behalf of the new owners of Cumbres Subdivision to consider removing the proposed Stanton connection. This issue had previously been considered in conjunction with the redesignation of Arterial 1 last year. The DCC and the CPC recommended removal, but, at the June 22, 2004 Council meeting, the Stanton removal was deleted from the ordinance by Rep. Austin. Arterial 1 redesignation as a collector was approved at that meeting.

### **Analysis:**

The MPO travel demand model volumes projected for the year 2030 were studied under four scenarios: with a tunnel through the Franklin Mountains and without, and with Stanton connection and without. The modeled presence or absence of the Stanton connection has a minor effect on Arterial 1, either with or without modeling the tunnel. If no Franklin Mountains tunnel is and Stanton connection is not built, the model predicts traffic on Mesa would be only slightly affected. If a tunnel were to be built and the Stanton connection were not built, the model predicts that traffic on Mesa would be higher by approximately 5,000 daily trips.

The Planning Department did not analyze the effect of traffic incidents on I-10. However, TxDOT's I-10 corridor study contained recommendations for the most cost effective ways to reduce congestion on I-10. The report recommended the connection of the Border Highway to Doniphan as well as improvements to I-10 itself. The report did not recommend connecting Stanton as a solution.

**Recommendations:**

The Development Coordinating Committee and the City Planning Commission recommended to:

- *Delete the proposed Stanton St extension between Arterial 1 and existing terminus near Excalibur*

**Timeline for Stanton MTP Amendment:**

Thoroughfare Review Team	Apr 2, 2004
Development Coordinating Committee	Apr 14, 2004
City Plan Commission	May 20, 2004
Original City Council Introduction	June 8, 2004
Original City Council Hearing	June 22, 2004
City Council Reintroduction	July 26, 2005
City Council Hearing	Aug 9, 2005

# **Stanton Street Minor Arterial**

## **MTP Amendment**

# Arterial Classifications

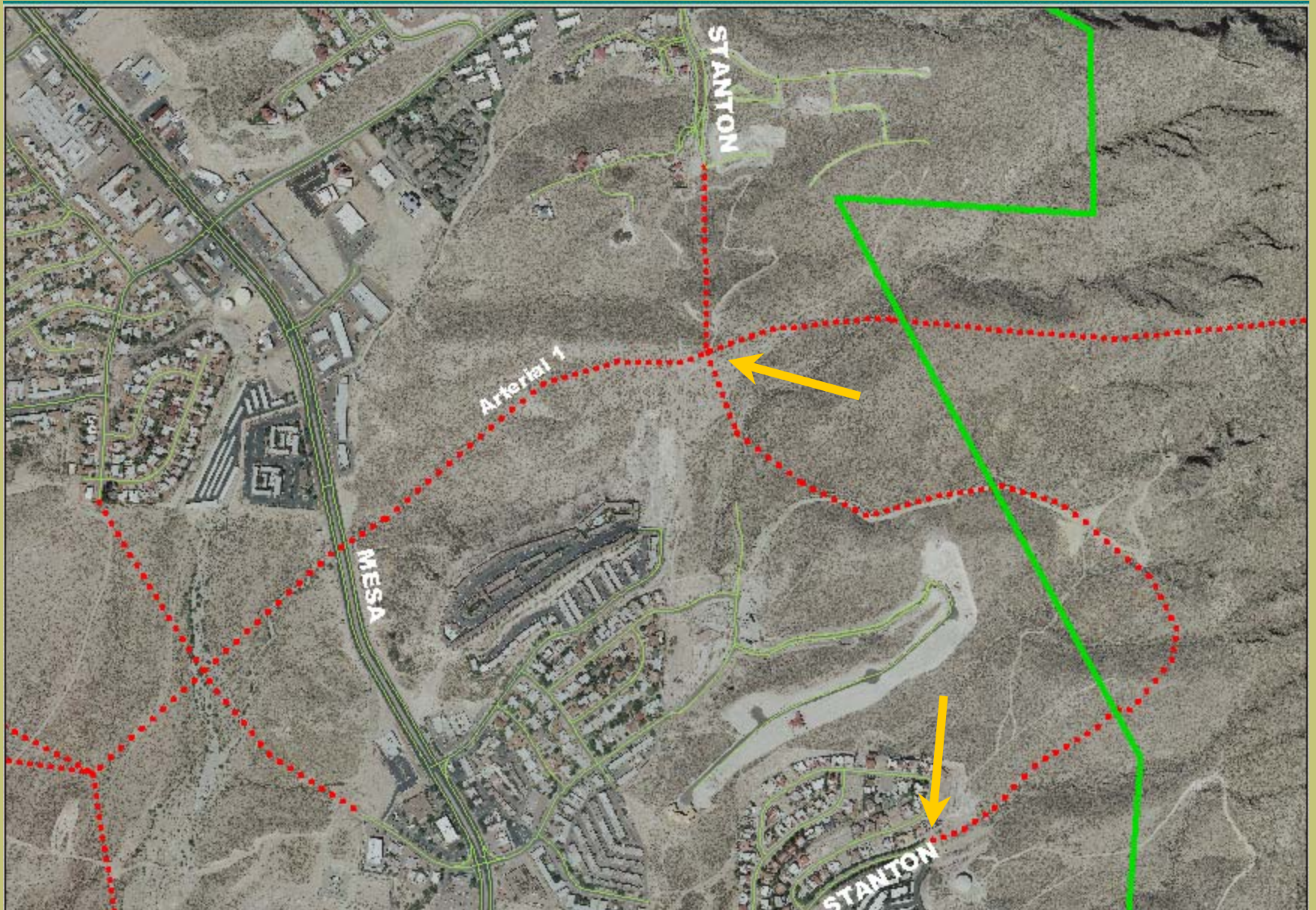
Arterials	ROW Width	Roadway	No. of Lanes	Speed (mph)
Collector Arterial	64'	44'	4	35
Collector Arterial w/Bike Ln.	72'	52'	4	35
Minor Arterial	76'	56'	4	40
Minor Arterial w/Bike Ln.	84'	64'	4	40
Major Arterial	110'	66'	6	45
Major Arterial w/Bike Ln.	120'	76'	6	45
Super Arterial	136'	88'	8	50
Super Arterial w/Bike Ln.	146'	98'	8	50



# Arterial Classifications

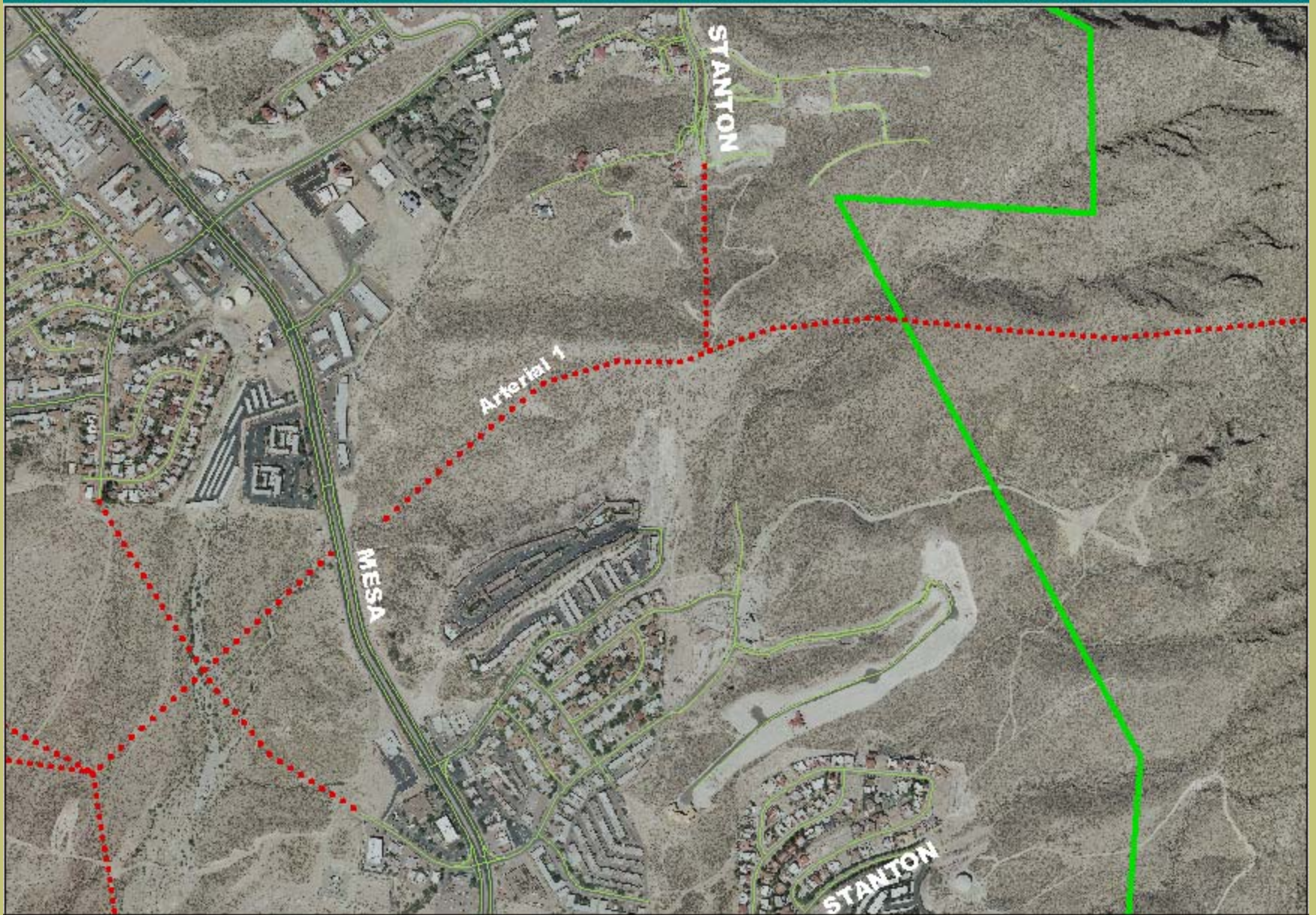
Arterials	ROW Width	No. of Lanes	Model Capacity (vehs/day)
Collector Arterial	64'	4	12,600
Collector Arterial w/Bike Ln.	72'	4	12,600
Minor Arterial	76'	4	16,200
Minor Arterial w/Bike Ln.	84'	4	16,200
Major Arterial	110'	6	37,500
Major Arterial w/Bike Ln.	120'	6	37,500
Super Arterial	136'	8	50,000
Super Arterial w/Bike Ln.	146'	8	50,000

# Existing Major Thoroughfare Plan

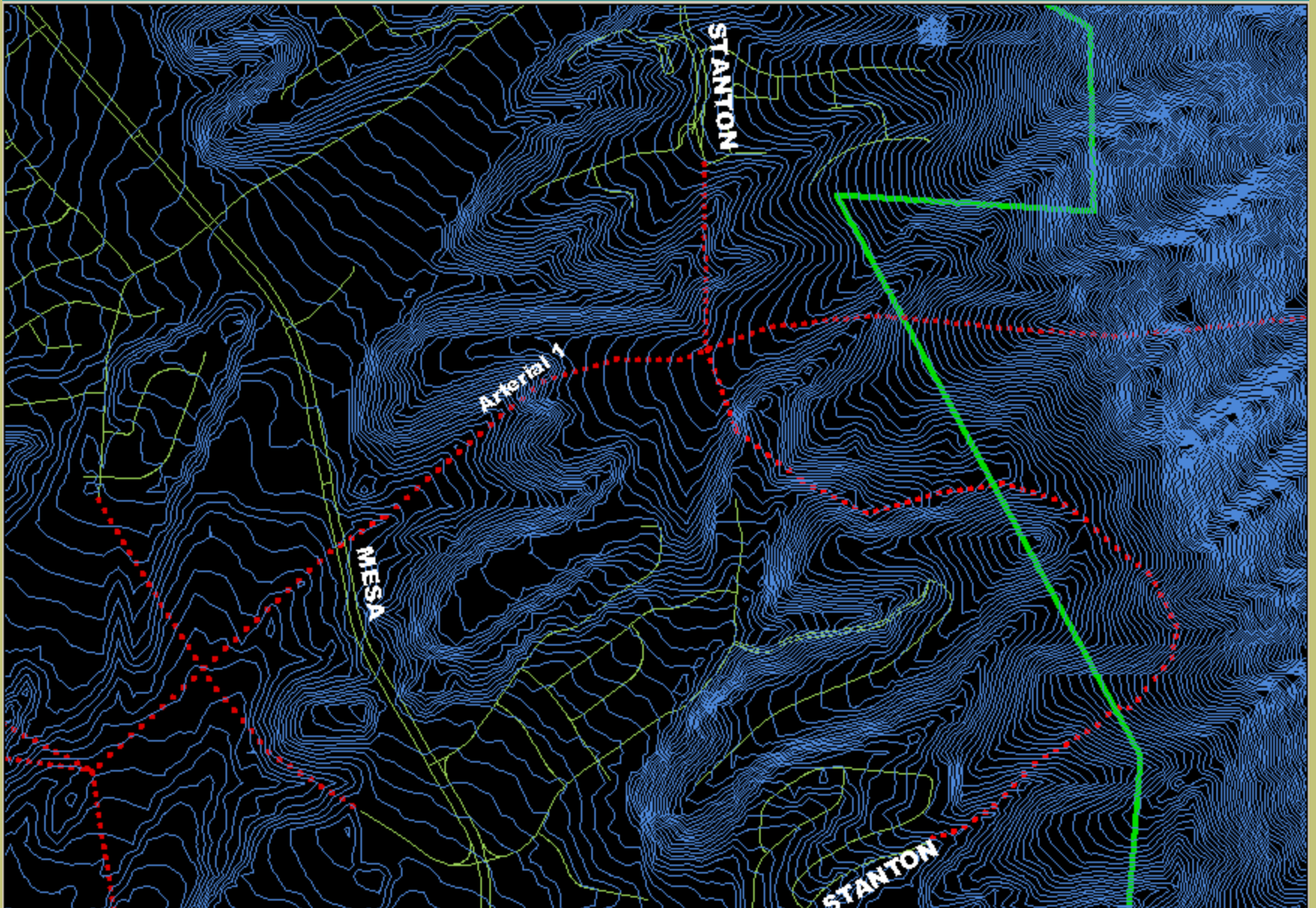




# Proposed Major Thoroughfare Plan



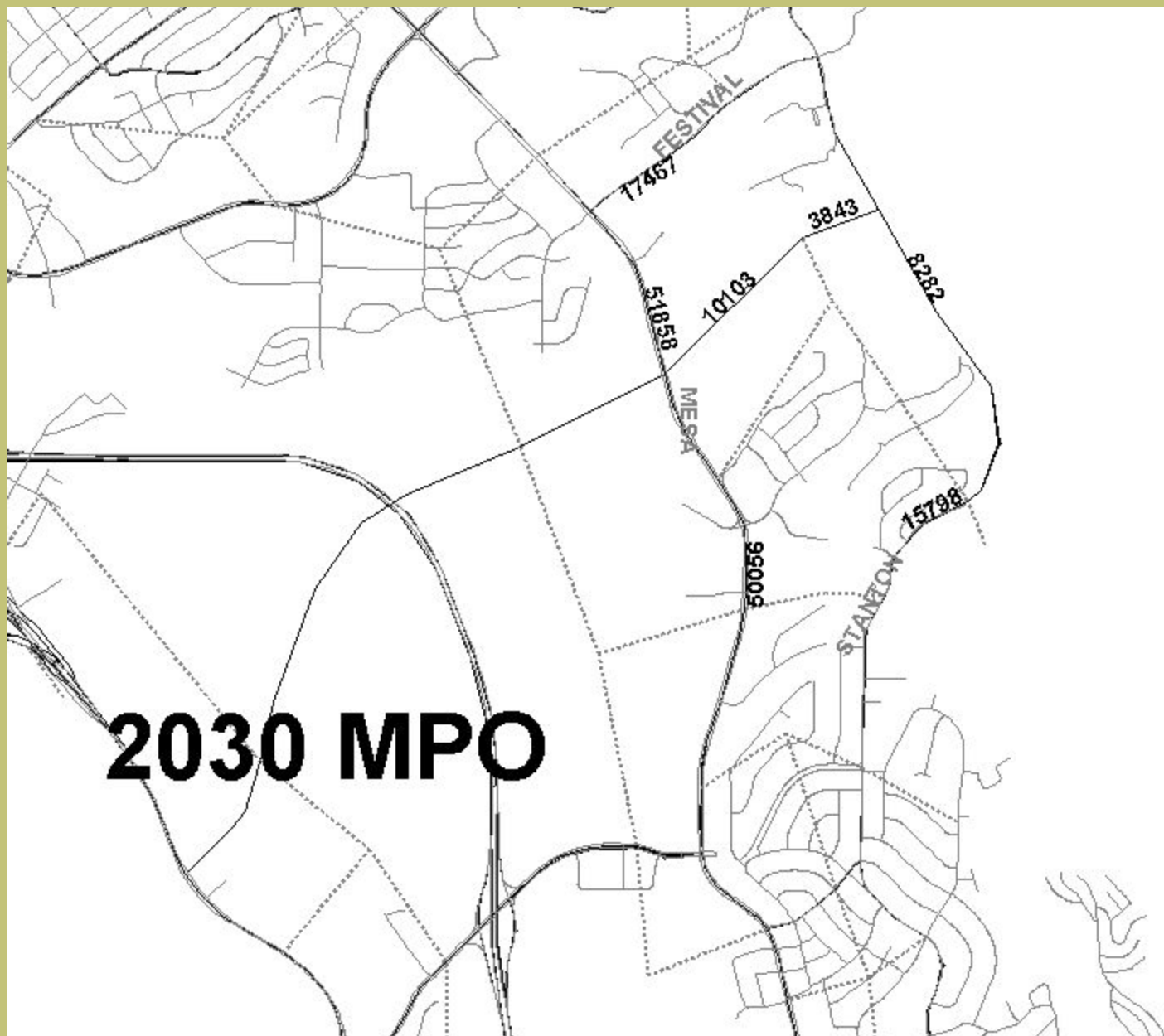
# Topographic Constraints







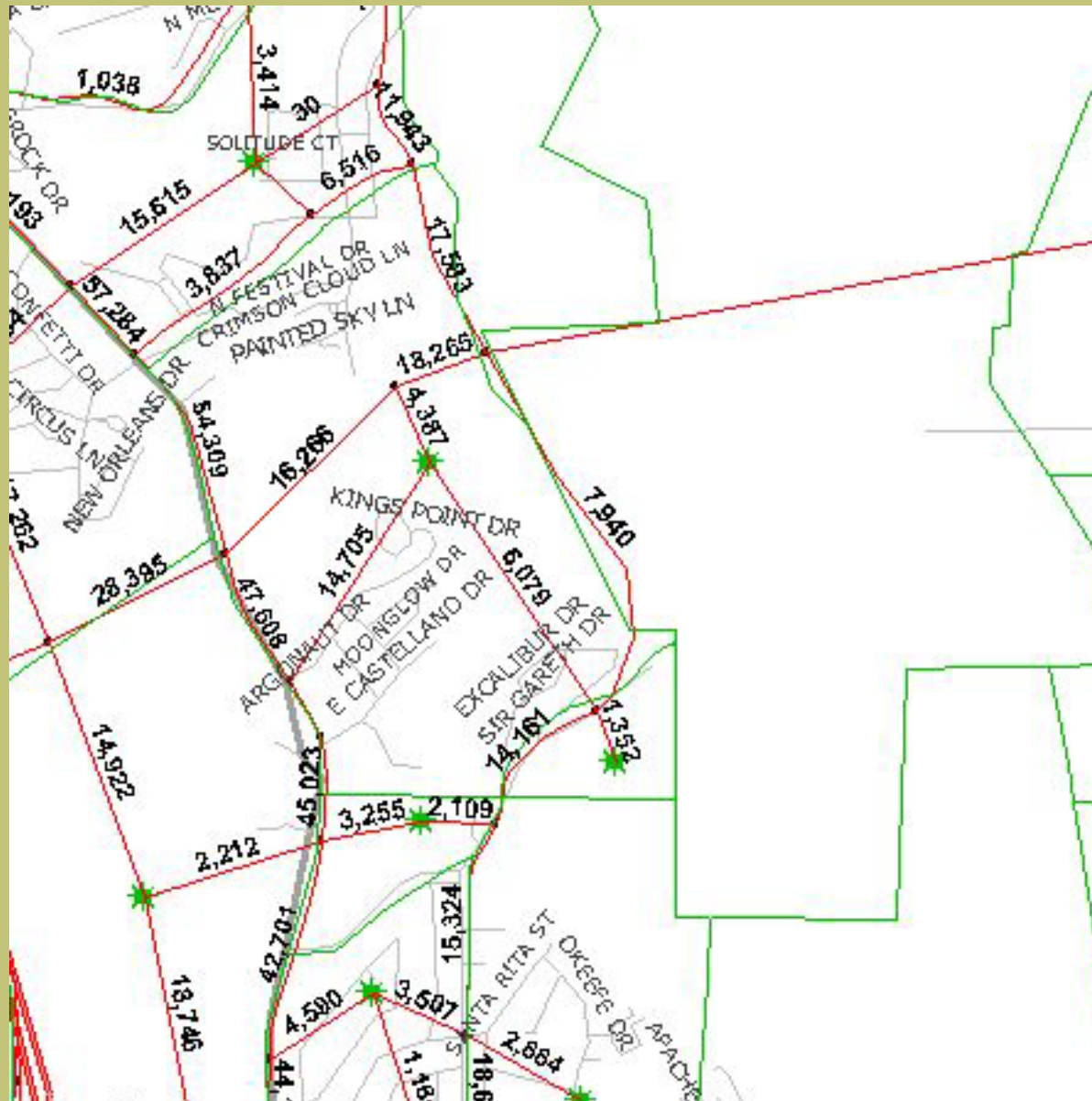
# Traffic Projections





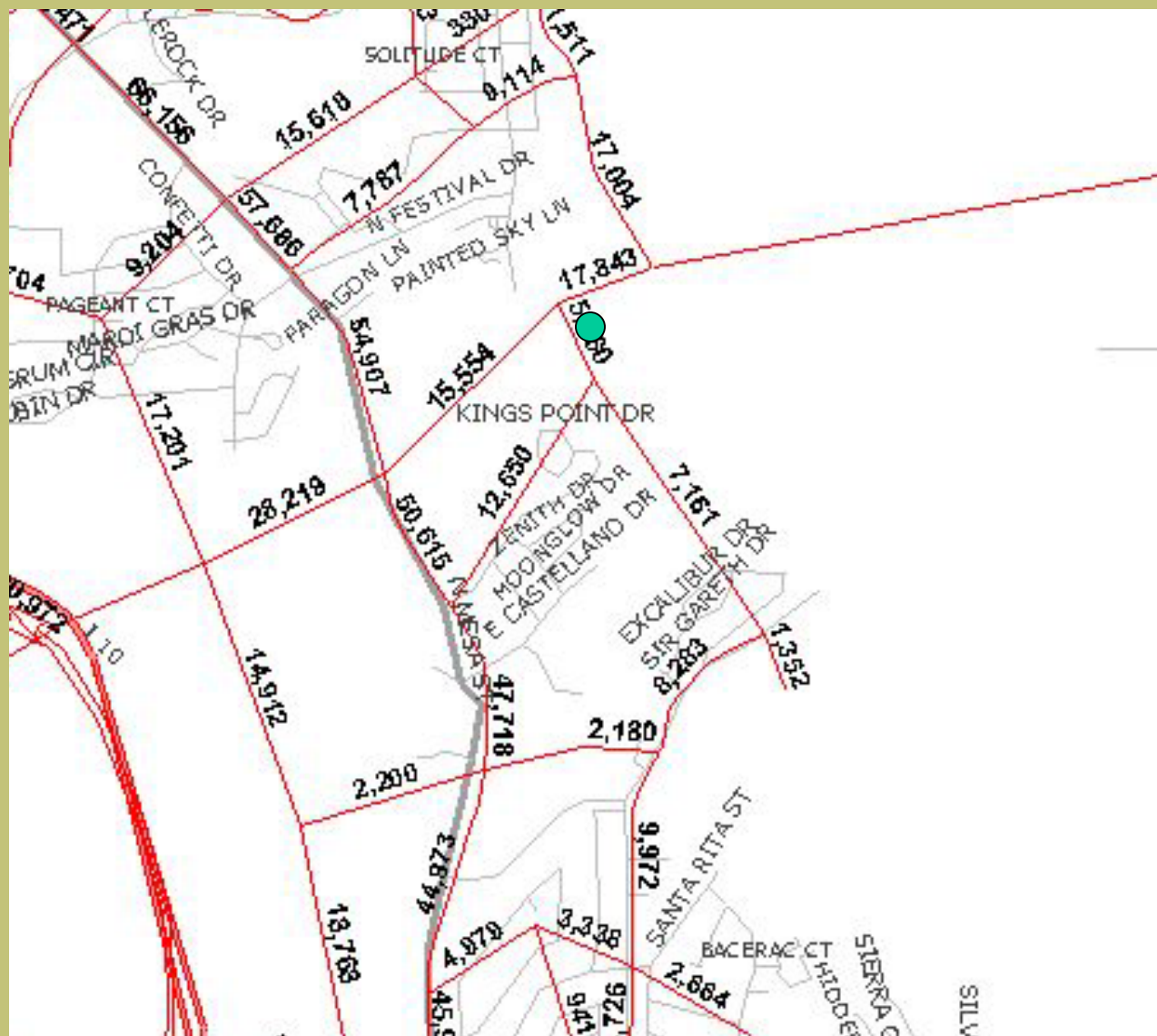


# 2030 with a Tunnel



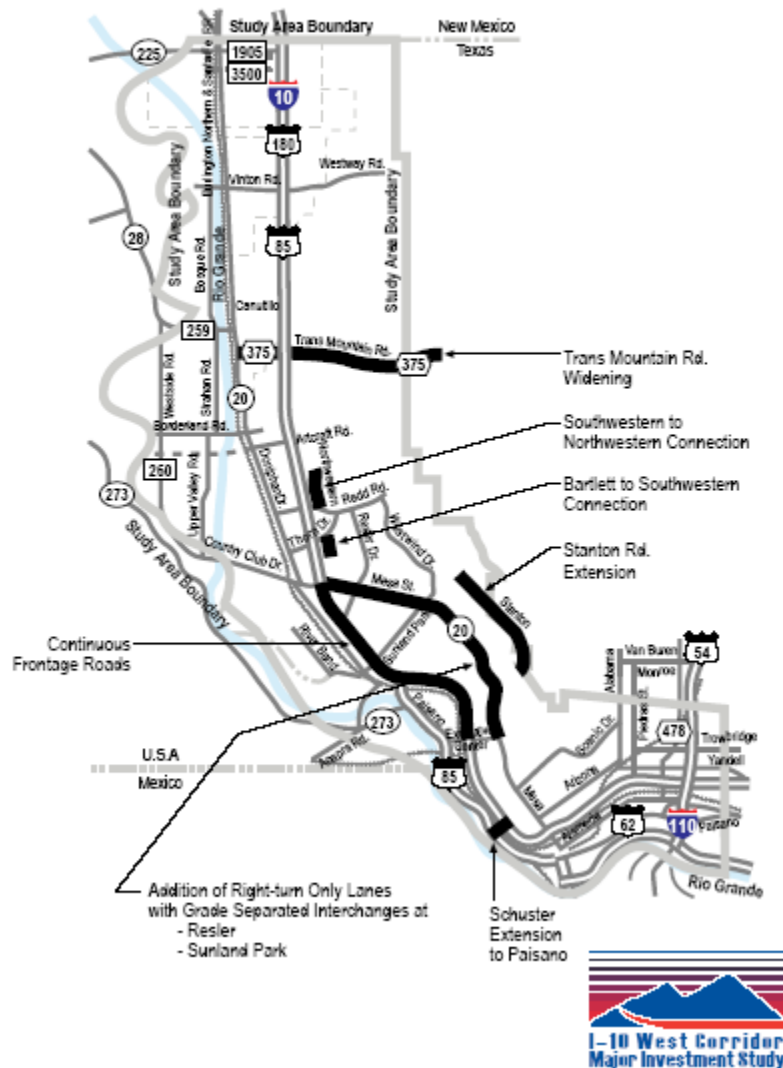


## 2030 without a Tunnel



# I-10 Corridor issues

## Localized Improvements Alternative



## Modified Metropolitan Transportation Plan (MTP) Alternative





## Welcome to the I-10 West Corridor Major Investment Study El Paso, Texas

[Alternative Recommended](#) | [Project Description](#) | [Study Area Map](#) | [Maps of Alternatives](#) | [Project Schedule](#) | [Study Participants](#) | [Public Involvement](#) | [Community Meeting District Home Page](#) | [Additional Major Investment Studies](#)

### Alternative Recommended

For over a year and a half, TxDOT has evaluated various alternatives to determine what improvements will best meet the goals and objectives of the I-10 West Corridor. **Modified Metropolitan Transportation Plan Alternative (Modified MTP)** was recommended as the alternative that would meet the corridor's transportation needs through presented at the final public meetings held in October.

The study recommendation consists of the following:

- Modified Metropolitan Transportation Plan
  - Recommended for implementation through 2020
  - Connects Doniphan, Paisano, and the Border Highway
  - Provides improved alternate I-10 route
  - Improves Doniphan and Paisano
  - Reduces I-10 congestion
  - Improves Mesa, Sunland Park, Executive Center, and Transmountain
  - Includes the No-Build and TSM improvements
  - Includes the Level 3 Maximum Service Transit Option
    - Increases existing bus service by 60 percent
    - Includes new transit centers/park-and-ride lots
    - Adds local transit service using feeder/distribution routes
    - Expands express bus service to Downtown and Eastside transit centers
- Recommend considering I-10 Express Lanes component beyond 2020
  - Would further reduce I-10 and parallel routes congestion

# **Recommendation of CPC:**

**Delete proposed Stanton St extension  
between Arterial 1 and existing terminus  
near Excalibur**